

Shipping

Shipping.

Steamers.

NORDEUTSCHER LLOYD.

NOTICE

STEAM TO SHANGHAI.

The Co.'s Steamship
Preussen,
Captain HOGEMANN, will
leave for the above place
about 24 hours after arrival with the
steamer *German Mail*.

For further Particulars, apply to
MELOCHERS & Co.,
Agents.

Hongkong, January 16, 1893.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Steamship
Catherine Apcar,
Captains J. G. OLIVER,
will be dispatched for
the above Ports on TUESDAY, the 24th
Instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents,
Hongkong January 19, 1893. 112

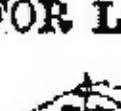
STEAM TO STRAITS AND BOMBAY.
(Calling at COLOMBO, if sufficient
inducement offers.)


The P. & O. S. N. Co's
Steamship
Glenariff,
Captains F. SPOCK, will
leave for the above places on TUESDAY,

For Freight, apply to
 H. H. JOSEPH,
Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong January 13, 1885.

FOR SINGAPORE, HAYRE AND
 HAMBURG.
 (Calling at NAPLES for landing Passengers
 if sufficient inducement offers.)
 (Taking Cargo at through rate to
 ANTWERP, AMSTERDAM, ROTTER-
 DAM, LONDON, LIVERPOOL
 AND BREMEN.)

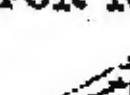
The Steamship
Agata,
 Capt. F. CHRISTIANSEN,
 will be dispatched for the
 above Ports on WEDNESDAY, the 20th
 Inst., at Noon.
 This Steamer has superior Accommodation
 for First and Second class Passengers
 and carries a Doctor and a Stewardess.
 For Freight or Passage, apply to
 STEENSSSEN & Co.,
Agents.
 Hongkong, January 16, 1885.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

 The Co.'s Steamship *Hermadus*,
 Capt. *Dawson*, will be
 despatched as above on
THURSDAY, the 26th Instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
 Hongkong, January 19, 1893. 110

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE

 The Co.'s Steamship *Tsitan*,
 W. N. *Atkinson*, Com-
 mander, will be de-
 spatched as above on **THURSDAY,**


The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabin are situated forward of the Engine. Second-class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire Voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, January 19, 1893. 114

FOR NEW YORK VIA SUEZ CANAL.
The Steamship
 *Mary*, Captain COUCHÉ, will be
despatched as above or
or about THURSDAY, the 26th Instant,
instead of as previously advertised.
For Freight or Passage, apply to
DODWELL, CARROLL & Co.,
Agents.
Hongkong, January 29, 1893. 88

THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.

FOR LONDON VIA PORTS OF CALL

 The Co's Steamship
Opeard,
D. DATES, Commander,
above on Saturday will be despatched as
for Freight, apply to
ARNOLD, KARBERG & Co.
Hongkong, January 14, 1893.

Sailing Vessels.

FOR SAN FRANCISCO.
The A.I. American Barkus
John Bailey,
Superior, Master, will leave
for the above Port, and will
have quick despatch.
For Freight, apply to
SHAW & Co.
Hongkong January 14, 1893.

[The page contains faint, illegible markings.]

A BIRD'S-EYE VIEW OF THE SAHARA.

The general idea of the Sahara is that it is an immense plain of shifting sand, entirely uninhabited; but although this region is the wildest of that immense belt of deserts which, intersected only by a few water-courses, extends ministerially from the Atlantic Ocean to the east of Africa, it supports a population estimated at 20,000,000, and is one of the most fertile and productive of the world.

The most important of the trees growing wild are the Acacia Arabica, two species of Tamarisk (*T. gallica* and *T. africana*), the papyrus, the lotus (*Zizyphus jujuba*), and a few others which furnish food for the natives.

The influence of many oases is generally contrasted with the barrenness of the desert. But, however barren the rugged waste in summer, so rich is its soil that, the day following a rainfall, which gives it a mantle of green, it is in the depression, but that it is a vegetation which springs up with the sunbeams of to-morrow.

The strong saline quality of the water found underground, the presence of fossils and shells belonging to tertiary marine families, the character of the tertiary strata, and the absence of evidence for the theory that the Sahara was formerly the bottom of an inland sea.

The conformation is convex in the center, rising about four thousand feet above the sea and sloping northwards and southwards in a gentle gradient. All its comers are rounded, and the level averages one thousand feet higher than the outlying seas; whence we conjecture that the waters closed on all sides, stagnated, until its bottom had heaved up, when they were forced outwards by the rising land.

The physical configuration of the general surface exhibits also many diversified features. Rugged mountain ranges, rocky hills of granite, sandstone, limestone, or gneiss; deep ravines, breaking into huge cliffs; vast depressions of sand, and broad, fertile, forming temporary lakes when rain is abundant; immense barren plains sandy, stony, or hard soil, intersected by beds of former rivers; large tracts of sand hills, rising to considerable proportions, form the character of the face of the Sahara.

The two clusters of life filled oases, so dimly scattered throughout the dead waste of the Sahara, are unconnected by any road or any regular means of communication, and are only visited by caravans three or four times a year. Each is a little world in itself, like an island in the midst of a trackless sea. They are generally situated in a depression of land or valley where water may be more easily procured by natural or artificial means. In the winter, running streams are filled, and it has been known to support a population of small lakes, or even round the oases, which, however, like nearly all the rivers of the Sahara, may be crossed dry-shod in summer. But necessity is the mother of invention, and the people of these islands of the desert have found a way to overcome the difficulties of their position.

They provide for their streams subterranean beds, which are roofed over with flat stones and covered with sand, which absorbs the sun's rays and keeps the water from evaporating.

The depth at which water is found varies considerably. The subterranean sheet is generally found at a depth of five to fifteen feet, and the artesian wells touch it from one hundred to one hundred and fifty feet deep. I observed in general that the deeper the artesian wells were, the less saline was the water. Will the Sahara, at some future time, be fertilized? It may be if the proposed Trans-Sahara Railroad be constructed, and if the process of irrigation by artesian wells inaugurated by the French in the northern part continue to be successful. Besides vast tracts can be wooded with natural forests, for many trees and plants are indigenous to the climate. And as a matter of course, the wide and denser the forest, the more rain will be attracted.

But to achieve a peaceful settlement of this great desert, it will be necessary to put a stop to the depredations of the Arab nomads and Tuaregs, those big enemies of civilization, who live in the desert wastes like lions in their dens, considering it as their traditional property, their safeguard and natural refuge against the northern invaders.

The establishment of a rapid means of transport to replace the slow "ship of the desert," as the natives term the camel, is the first step to be taken. A trans-Sahara railway is the only factor with which we can break through the natural obstacles.

This railway will give a formidable impulse to commerce. It will recall to the desert barbaric tribes the existence of another world, and of a civilization which they ignore, and bring them, therefore, into direct contact with the civilized world.

—New England Magazine.

"IT FEARS NEITHER ARMY NOR NAVY."

"Those things used to be called the wooden walls of England."

The scene was the Naval Exhibition at Chelsea in the summer of 1891. The speaker was a young man, and his auditor one of those little, bright-haired girls—one so often seen in this land.

"Not exactly," replied her escort tenderly; "they are rather out of style. Come; I'll show what arms of war we have now, and he led her off in the direction of the beautiful models of the great steel ships of war."

The young fellow was right in assuming that this country had a big and powerful navy, but the chances of war were so great with the progress made in the building of the ironclads that it would be put to hazard grow constantly larger and nations avoid fighting as long as possible.

This is a hopeful consideration, and it is England's policy to be afraid of beyond the danger of being attacked from abroad, we might sleep in peace. But there is an enemy against which neither army nor navy is of any avail, and that is the pestilence in its猖狂 and the red-pest on the shore, and kills more people than are ever likely to fall in battle.

If we could stop the ravages of this foe we should be able to transport our distant colonies with the arrival among them of a splendid class of our surplus population.

We allude, of course, to disease. Not to epidemics of cholera or typhoid, but to diseases which attack us at work year in and year out, in every season, carrying off rich and poor alike. Unquestionably the worst of these is the one that attacks the digestive system, the one from which springs the majority of diseases, which go under various names, as, for example, rheumatism, gout, leucorrhoea, consumption, the several fevers, and others which were formerly, erroneously, supposed to have distinct characters, and to require distinct treatment.

Now, however, the best medical authorities recognize these ailments as symptoms and outgrowths of indigestion and dyspepsia, and treat accordingly. In illustration of what can be done, we cite a single case. A man named Edward Kelly, who resides at 17, St. Vincent Street, London Road, Liverpool, having greatly improved his health, experienced a dull pain in the right side, a bad taste in the mouth, furred tongue, loss of appetite, discoloured skin, constant languor and fatigue, and what he describes as a "sinking feeling," as though the supporting power were exhausted beneath him.

This was in 1887, and he bore it without obtaining relief from the usual medical treatment until April, 1890, when one day, when he was working in a bonded warehouse, he says, "I had a dreadful pain strike me in the back, and I had great trouble in getting through my work. Getting worse, he continues, I went to a doctor, who said he was indigestion of the kidneys. He gave me medicine and attended me off and on for six months, but with no beneficial result. He said he could not understand how I could keep on with my work. Still, I did struggle on, though the disease was wearing me out. From a strong, able man, I became thin and weak, and was afraid I should have to give up my work."

Lately, he says, a Canadian doctor offered to attend me, and he tried to try an advertised preparation, called Mother Seign's Syrup. I did so, and before I had finished the first bottle the pain left my back, and I began to digest my food, and to feel strong. By continuing to use this remedy I was soon as well as ever in my life. My master, seeing what the Syrup had done for me, also took it for indigestion, with good result. He said, "I was cured by it. I have no interest whatever in testifying that, and only speak of the medicine as I found it."

My only remedy had a narrow escape from being a failure, a remedy very common among all classes in England, and one of the surest and most direct products of torpid liver, itself a symptom of indigestion and dyspepsia. We mention this case, not to put money in anyone's pocket, but for the sake of the sufferers who need help—no matter what it comes from.

A SCOTCHMAN'S PHILOSOPHY.

An old Scotchman is said to have been in a rare-mooring one night and dreamt of nothing delivered himself of the following remarks: "There are three things I never could abide at all. First, they who will take a stick at a green apple when it is ripe; secondly, I never could abide any man who goes to war to kill each other when they are quarrelling; and thirdly, they who would die a natural death in good time, and then, and not important of it. I do not see why the man who goes around after the women, since they are still, the women would run around after them. How true that death comes to all men, and we must be content with the warning symptoms of approaching death, such as a third feeling in the morning, headache, and nervousness, must taste the mouth, and all these are signs that the physical body is damaged and that if treated lightly, serious danger is to be apprehended."

W. Swanson, Esq., to King William Street, Victoria, Melbourne, says: "About 3 years ago I was seized all at once with great lassitude, dizziness and extreme nervousness so great that I was unable to rally after any effort. My digestive organs were so impaired and my liver so congested that I was scarcely able to eat any solid food, and gradually became so weak that I could hardly drag myself along. After using a number of doctors' medicines and advertised remedies to no purpose, I started on a course of Clements' Tonic which brought me great relief, especially when using Dr. Fletcher's Pills as well. Then I gained weight and strength quickly. I look altogether 10 years younger, and I have a box of Fletcher's Pills, and my health and vigor increased under their healthful stimulus. Miss Amelia Menah, 41 King Street, Melbourne, writes: "I have suffered most acutely from nervousness, so much that my face felt swollen greatly and caused me much agony. I can truly say that Clements' Tonic gave me prompt and very great relief." Had office and laboratories, 213 A Beckett Street, Melbourne.

TRADE MARK.

CALBECK, MACGREGOR & Co.,

Wine and Spirit Merchants,

13, QUEEN'S ROAD, HONGKONG, August 18, 1891.

Dr. BERNHARD'S WONDERFUL RING.

GOD morning, Gentlemen! Do you wish to prevent premature death from disease, then ask at once for BERNHARD'S WONDERFUL RING! It is as good as a cure for Rheumatism, Gout, Catarrh, Bronchitis, Piles, Liver Complaints, and all other ailments, and rapidly cures all short attacks of Epilepsy, Spasms, Colic, Palpitation, Hysteria, and keeps the blood free from all disease by putting it only on the finger of the left hand. I can strongly state as a means of preserving and restoring health it is unequalled, as it has been used by several European Ladies and Gentlemen with great success, for which I hold several unsolicited testimonials. It is the most wonderful discovery of the day. I have no hesitation in stating before the public that all householders should not be without it; and its price is also very little, only 1/8 in including packing and postage, &c. Do not let 12/6 & 1/2 dozen 1/2s. Apply to Dr. B. BERNHARD, 88, Beckett Street, Melbourne.

To V. P. P. System—Please send with order.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, via OVERLAND RAILWAYS, AND THROUGH TO YOKOHAMA AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG. To New York, via OVERLAND RAILWAYS, SATURDAY, Jan. 23. To Yokohama and San Francisco, SATURDAY, Feb. 18. To Honolulu, SATURDAY, Mar. 11.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, OREGON, and HONOLULU, on SATURDAY, the 28th January, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE. From Hongkong, First Class. To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg., and Honolulu. \$225.00

To Liverpool and London. \$325.00 To Paris and Bremen. \$345.00 To Havre and Hamburg. \$365.00

Paraguay Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30 days. 60 days. 90 days. 120 days.

Kansas City, Mo., Omaha, Neb., St. Louis, Mo., St. Paul, Minn., Minneapolis, Wis., Chicago, Ill., Milwaukee, Wis., Cincinnati, Ohio, Cleveland, Ohio, Detroit, Mich., Toronto, Canada, Pittsburgh, Penn., Niagara Falls, N.Y., Buffalo, N.Y., Washington, D.C., Baltimore, Md., New York, N.Y., Boston, Mass., Portland, Maine.

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding by rail to the various ports of call, and connecting lines, Central Pacific, Northern Pacific or Canadian Pacific railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates: 12 months. \$337.50 6 months. \$337.50 3 months. \$337.50

Time is reckoned from date of issue to date of re-embarkation at San Francisco. Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This discount does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and inland cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central States, and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be addressed in full; names of consignees required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco in the United States, should be sent to the Company's Office at San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central, HONGKONG, J. S. VAN BUREN, Agent.

Hongkong, January 11, 1893.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTERWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND FREIGHT.

N.B.—Carriage can be taken on through bills of Lading for the principal ports in RUSSIA.

ON SUNDAY, the 5th day of February, 1893, at 10 a.m., the Company's S.S. *PRESTON*, Captain HODGKINS, with MAILED PASSENGERS, SPORE, and CARGO, will leave this port as above, calling at Okla.

Shipping Orders will be granted till Noon, On the day of sailing, and on board until 4 p.m. Specie and Parcels until 3 p.m. on the 4th February, 1893. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Values of Packages are required. The Steamer has splendid accommodations and carries a Doctor and Stowaways. For further Particulars, apply to MELVILLE & Co., Agents.

Hongkong, January 16, 1893.

TO LET.

TWO LARGE GODOWNS Nos. 23A and 23B, under the Victoria Hotel Buildings, PRINCE STREET, TWO GODOWNS, Nos. 83 and 90, PRINCE STREET.

Apply to VICTORIA HOTEL, Hongkong, December 23, 1892.

TO LET.

THE CHINA MAIL.

Mails.

Occidental & Oriental Steam-Ship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTION STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. To San Francisco, via OVERLAND RAILWAYS, THURSDAY, Feb. 9. To Yokohama and San Francisco, THURSDAY, Feb. 9. To Honolulu, THURSDAY, March 30.

THE Steamship *OCEANIC* will be despatched for San Francisco, via OVERLAND RAILWAYS, on THURSDAY, Feb. 9. To Yokohama and San Francisco, via OVERLAND RAILWAYS, on THURSDAY, Feb. 9. To Honolulu, on THURSDAY, March 30.

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Hongkong, January 20, 1893.

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Hongkong, January 16, 1893.

TO LET.

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Apply to VICTORIA HOTEL, Hongkong, December 23, 1892.

TO LET.

THE CHINA MAIL.

To Let.

NEW HOUSES IN RUIN TERRACE, Bonaire Road, near Breezy Point, No. 4, BLUE BUILDINGS.

FLOORS IN BLUE BUILDINGS. OFFICES, Bonaire Road, near Breezy Point, (late) occupied by Messrs. DUNN, MELBY & Co.

GODOWN, No. 1A, BLUE BUILDINGS. SEND-RECEIVED HOUSES, at MAGAZINE GAP. Very cheap rental.

No. 6 and 5, VICTORIA VIEW, Kowloon. FLOORS, No. 5, SHEWAN STREET. No. 7, PRINCE CENTRAL, at present occupied by the NEW ORIENTAL BANK in LIQUIDATION.

No. 10, OLD BAILEY. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, December 21, 1892.

TO LET.

HOUSES IN KRIVINER TERRACE, Kowloon.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, November 1, 1892.

HONGKONG HOTEL Co., Ltd.

NOTICE.

ROOMS TO LET.

FOR OFFICES AND CHAMBERS on the Ground and First Floors of the HOTEL, being QUEEN'S ROAD and PRINCE STREET. With immediate entry if required.

For Particulars, apply to R. LYALL, Secretary, Hongkong, December 8, 1892.

TO LET.

"BROOKHURST" a six-roomed HOUSE at MOUNT GOVERN, the Peak.

Apply to Messrs. PALMER & TURNER, Queen's Road Central, Hongkong, January 7, 1893.

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in cents, and are, for Letters per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as parcels, and, as the case may be, by post or by rail. Printed matter, however, is charged, if the whole be paid at Book Rate. Prices Current may be paid either Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of a personal or confidential correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices limited to 8 ounces except to Austria, Belgium, Bulgaria, Congo Free State, Costa Rica, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Sicily, Luxembourg, Mexico, Portugal, Roumania, Salvador, Serbia, Siam, Switzerland, Thailand, United States, to which place 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

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Hongkong, January 20, 1893.

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TO LET.

TWO LARGE GODOWNS Nos. 23A and 23B, under the Victoria Hotel Buildings, PRINCE STREET, TWO GODOWNS, Nos. 83 and 90, PRINCE STREET.

Apply to VICTORIA HOTEL, Hongkong, December 23, 1892.

TO LET.

THE CHINA MAIL.

THE CHINA MAIL.

To Let.

NEW HOUSES IN RUIN TERRACE, Bonaire Road, near Breezy Point, No. 4, BLUE BUILDINGS.

FLOORS IN BLUE BUILDINGS. OFFICES, Bonaire Road, near Breezy Point, (late) occupied by Messrs. DUNN, MELBY & Co.

GODOWN, No. 1A, BLUE BUILDINGS. SEND-RECEIVED HOUSES, at MAGAZINE GAP. Very cheap rental.

No. 6 and 5, VICTORIA VIEW, Kowloon. FLOORS, No. 5, SHEWAN STREET. No. 7, PRINCE CENTRAL, at present occupied by the NEW ORIENTAL BANK in LIQUIDATION.

No. 10, OLD BAILEY. Apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, December 21, 1892.

TO LET.

HOUSES IN KRIVINER TERR